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QUARTERLY ESTIMATE OF PRODUCTION OF AIRCRAFT IN THE SINO-SOVIET BLOC JULY - SEPTEMBER 1959

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FOREWORD

This publication is the eighteenth in a series issued on a quarterly basis summarizing production of aircraft in the Sino-Soviet Bloc. The estimates presented are issued to satisfy the requests of consumers for the most recent estimates of production of aircraft in the Bloc and are intended to supersede those estimates contained in previous publications of this Office. [redacted] 25X1

[redacted] No interagency coordination has been attempted, and no dissemination of this publication outside CIA is planned.

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9. Estimated Production of Aircraft in the European Satellites and in Communist China, by Weight, 1955 Through the Third Quarter of 1959 17

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Chart

US and USSR: Production of Combat Aircraft, by Number, 1955 Through the Third Quarter of 1959 . . . . . Inside Back Cover

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QUARTERLY ESTIMATE OF PRODUCTION OF AIRCRAFT IN THE SINO-SOVIET BLOC*
JULY - SEPTEMBER 1959

1. Trends in Production

The two most noteworthy developments in production of aircraft in the Sino-Soviet Bloc during the third quarter of 1959 were the probable phase-out of known heavy bombers in the USSR and the anticipated production of a new aircraft.** The appearance of incomplete aircraft outside the plant building at Moscow/Fili Airframe Plant No. 23, site of production of the Bison (M-4) heavy jet bomber, indicates that production of the Bison is being phased out.*** The appearance of a new Soviet aircraft, possibly the Bounder, is anticipated at Plant No. 23 by November 1959.

It is believed that the Bear (Tu-95)**** heavy turboprop bomber was produced in relatively small numbers and that production ceased late in 1956 or early in 1957. Production of the Badger (Tu-16) medium jet bomber in the USSR is estimated to have ceased early in 1959.

As indicated in the last publication of this series, production of the Camel (Tu-104, Tu-104A) jet transport at Omsk Airframe Plant No. 166 and at Khar'kov Airframe Plant No. 135 apparently ceased early in 1959. Production of a larger version of this jet transport, designated Tu-104B, continues at Kazan' Airframe Plant No. 22. The USSR continues to emphasize the development and production of turbojet and turboprop transport aircraft. Along with the turbojet Tu-104B, five turboprop transports -- the Cleat (Tu-114), the Camp (An-8), the civil Cat (An-10), the military Cat (An-12), and the Coot (Il-18) -- are believed to be in series production in the USSR.

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* The estimates and conclusions in this publication represent the best judgment of this Office as of 1 October 1959.

** Estimated production of aircraft in the Sino-Soviet Bloc from 1955 through the third quarter of 1959 is given by number in Table 1, p. 7, below, and by airframe weight in Table 2, p. 8 , below. Estimated production of aircraft in the USSR from 1955 through the third quarter of 1959 is given by number in Table 3, p. 9 , below, and by airframe weight in Table 4, p. 10, below. For comparative purposes, US military acceptance figures from 1955 through the third quarter of 1959 are given by number in Table 6, p. 13 , below, and by airframe weight in Table 7, p. 14, below. For additional comparison, production of combat aircraft in the USSR from 1955 through September 1959, by number, is compared with that in the US in the chart, inside back cover.

*** For descriptions and illustrations of all Soviet aircraft mentioned in this publication, see the handbook listed in source 1/. [redacted] Supplementary updating sheets have been added to this handbook.

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**** Estimated cumulative production of selected Soviet aircraft, including the Bison, through the third quarter of 1959 is given in Table 5, p. 11, below. Estimates of monthly, quarterly, and cumulative production at selected plants in the Sino-Soviet Bloc are given in Table 10, p. 19, below.

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Production at the five airframe plants in the USSR which are concerned with new jet fighters remains relatively low, and none of the new fighter aircraft can be identified firmly as being in operational service. Of the fighters first observed in 1956, it appears most likely that improved versions of the Fishbed and Fitter jet intercepters will enter quantity production.

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The most important feature in production of aircraft in the Sino-Soviet Bloc outside the USSR was the apparent cancellation of the scheduled production of the Farmer (MIG-19) jet fighter in Czechoslovakia. Although Soviet-produced Farmer aircraft were assembled at the Prague/Vodochody Airframe Plant, the program for Czechoslovak production of the twin jet fighter apparently was dropped, whereas production of the Midget (U-MIG-15) jet trainer continues.

2. Production in the USSR

a. Bombers

Information received subsequent to the issuance of the last publication of this series indicates that at least 12 Bison aircraft were produced at Moscow/Fili Airframe Plant No. 23 during the first half of 1959. Production of Bison aircraft is estimated to have amounted to two in January, one in February, three in March, two in April, two in May, and two in June. Observations of Airframe Plant No. 23 during the third quarter of 1959 indicate that two Bison aircraft were produced in July, none in August, and one in September. Cumulative production of Bison aircraft at Plant No. 23 is estimated to have totaled 110 aircraft as of 1 October 1959. This estimate is believed to be reliable within plus or minus six aircraft.

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b. Transports

As reported in the last publication of this series, it seems likely that production of the Camel (Tu-104, Tu-104A) turbojet transport has ceased at Khar'kov Airframe Plant No. 135 and at Omsk Airframe Plant No. 166.

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Production of the larger version of the Camel transport, the Tu-104B, continues at Kazan' Airframe Plant No. 22 at a faster rate than was previously estimated.

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25X1 [redacted] the estimate of cumulative production of Tu-104B transports at this plant has been increased to 45 aircraft by the end of the second quarter and 60 aircraft by the end of the third quarter of 1959.

The estimate of production of the Coot (Il-18) four-engine turboprop transport at Moscow Airframe Plant No. 30 remains firm.

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[redacted] five aircraft per month are produced at this plant.

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Production of the Cleat (Tu-114) turboprop transport is believed to be continuing at a rate of two aircraft per month at Kuybyshev

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Soviet officials recently announced that the Cleat turboprop transport is in series production, their claims concerning the number produced ranging from 4 to 25 aircraft. Actually only four Tu-114 and two Tu-114D transports have been observed. Of these transports the four Tu-114 aircraft were observed on 15 September 1959, parked at Moscow/Vnukovo Airport before Premier Khrushchev's departure for the US, 2/ and the two Tu-114D aircraft were observed during 1958. It is believed that 16 Tu-114 and 2 Tu-114D transports have been produced to date, that these aircraft are in various stages of flight testing, and that they are to enter Aeroflot service early in 1960.

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3. Production in the European Satellites*

At the Prague/Vodochody Airframe Plant in Czechoslovakia the expected replacement in production of the Midget (U-MIG-15) by the Farmer (MIG-19) jet trainer has not occurred. Preparations to produce Farmer aircraft at Vodochody were started late in 1957, and a total of about 10 Farmer aircraft, probably assembled from Soviet parts, have been observed. Barring unusual difficulties, which are not to be expected for a second-source producer, the first Farmer

* Estimated production of aircraft in the European Satellites and in Communist China from 1955 through the third quarter of 1959 is given by number in Table 8, p. 15, below, and by airframe weight in Table 9, p. 17, below.

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aircraft produced in Czechoslovakia should have appeared in the second quarter of 1959.

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production of Midget aircraft is continuing and that production of bus trailers, which started in March 1959, also is continuing. 8/

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The estimate of production of Fresco (MIG-17) jet fighters at Mielec in Poland has been revised for several reasons. First, unless several hundred Fresco aircraft were exported to the USSR or to Communist China, the estimate of production and the Air Order of Battle (AOB) had become totally incompatible. Second, a recent study indicates that, after allowances for production of small aircraft, gliders, automobiles, and refrigerators, there is considerably less area available for production of the Fresco than had been estimated.

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Table 1

Estimated Production of Aircraft in the Sino-Soviet Bloc, by Number a/
1955 Through the Third Quarter of 1959

Units

Type of Aircraft	1955	1956	1957	1958	1st Quarter of 1959	2d Quarter of 1959	3d Quarter of 1959
Jet bomber							
Heavy	21	25	33	14	6 (5) b/	6 (5)	3
Medium	450	530	460	230	12	0	0
Light	790	330	130	0	0	0	0
Turboprop bomber							
Heavy	17	35	0	0	0	0	0
Jet fighter	2,800	2,900	2,300 (2,400)	1,200 (1,400)	200 (270)	220 (270)	240
Transport							
Jet	4	14	27 (32)	74 (73)	23 (17)	18 (14)	15
Turboprop	0	3	17	100	59	70	79
Piston	600	1,000	1,300	840 (780)	140 (160)	120 (170)	140
Trainer							
Jet	1,100	550	420	340	75	75	45
Piston	560	600	520	570 (520)	140 (130)	150 (140)	150
Helicopter	350	360	470	710	190	190	200
Reconnaissance	60	60	48	24	3	3	3
Communication/utility	68	140	220	290	56	51	47
Total	6,800	6,600	5,900 (6,200)	4,400 (4,500)	910 (960)	910 (980)	910

a. Figures are rounded to two significant digits. Totals are derived from unrounded figures and do not always agree with the sums of the rounded components.
b. Numbers in parentheses represent estimates presented in the last publication of this series. Revisions in the estimates are explained in the text of this publication.

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Table 2

Estimated Production of Aircraft in the Sino-Soviet Bloc, by Weight a/
1955 Through the Third Quarter of 1959

Thousand Pounds of Airframe Weight

Type of Aircraft	1955	1956	1957		1958		1st Quarter of 1959		2d Quarter of 1959		3d Quarter of 1959
Jet bomber											
Heavy	2,300	2,800	3,700		1,600		670	(560) b/	670	(560)	340
Medium	23,000	27,000	23,000		12,000		610		0		0
Light	14,000	6,000	2,300		0		0		0		0
Turboprop bomber											
Heavy	1,500	3,100	0		0		0		0		0
Jet fighter	22,000	25,000	20,000	(21,000)	10,000	(12,000)	1,800	(2,200)	1,900	(2,300)	2,100
Transport											
Jet	220	770	1,500	(1,800)	4,100		1,300	(990)	1,000	(840)	890
Turboprop	0	94	840		4,700	(4,600)	2,700	(2,600)	3,200		3,600
Piston	2,400	9,500	11,000		5,600	(5,400)	640	(780)	590	(840)	670
Trainer											
Jet	8,100	3,400	2,600		2,100		460		460		280
Piston	640	680	590		640	(590)	160	(150)	160		160
Helicopter	2,100	2,100	2,400		3,200		890		890		890
Reconnaissance	1,300	1,300	1,100		530		66		66		66
Communication/utility	73	150	240		320		60		55		51
Total	78,000	82,000	70,000	(72,000)	45,000	(46,000)	9,300	(9,200)	9,100		9,000

a. Figures include production of spare parts and are rounded to two significant digits. Totals are derived from unrounded figures and do not always agree with the sums of the rounded components.
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Table 3

Estimated Production of Aircraft in the USSR, by Number a/
1955 Through the Third Quarter of 1959

Units

Type of Aircraft	1955	1956	1957	1958	1st Quarter of 1959	2d Quarter of 1959	3d Quarter of 1959
Jet bomber							
Heavy	21	25	33	14	6 (5) b/	6 (5)	3
Medium	450	530	460	230	12	0	0
Light	790	330	130	0	0	0	0
Turboprop bomber							
Heavy	17	35	0	0	0	0	0
Jet fighter	2,400	2,600	2,200	860 (880)	110 (130)	130 (120)	140
Transport							
Jet	4	14	27 (32)	73 (72)	23 (17)	17 (13)	15
Turboprop	0	3	17	100	59	70	79
Piston	600	1,000	1,200	680 (620)	87 (110)	73 (120)	84
Trainer							
Jet	840	310	180	140	30	30	0
Piston	340	360	360	360	90	90	90
Helicopter	350	360	430	600	160	160	160
Reconnaissance	60	60	48	24	3	3	3
Total	5,900	5,600	5,000 (5,200)	3,100	580 (600)	580 (600)	580

a. Figures are rounded to two significant digits. Totals are derived from unrounded figures and do not always agree with the sums of the rounded components.

b. Numbers in parentheses represent estimates presented in the last publication of this series. Revisions in the estimates are explained in the text of this publication.

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Table 4

Estimated Production of Aircraft in the USSR, by Weight a/
1955 Through the Third Quarter of 1959

Thousand Pounds of Airframe Weight

Type of Aircraft	1955	1956	1957		1958		1st Quarter of 1959		2d Quarter of 1959		3d Quarter of 1959
Jet bomber											
Heavy	2,300	2,800	3,700		1,600		670	(560) b/	670	(560)	340
Medium	23,000	27,000	23,000		12,000		610		0		0
Light	14,000	6,000	2,300		0		0		0		0
Turboprop bomber											
Heavy	1,500	3,100	0		0		0		0		0
Jet fighter	20,000	23,000	19,000		8,000	(8,200)	1,100	(1,200)	1,200		1,400
Transport											
Jet	220	770	1,500	(1,800)	4,100	(4,000)	1,300	(990)	1,000	(770)	890
Turboprop	0	94	840		4,700	(4,600)	2,700	(2,600)	3,200		3,600
Piston	2,400	9,200	10,000		3,600	(3,400)	140	(270)	76	(320)	140
Trainer											
Jet	6,700	2,000	1,100		830		180		180		0
Piston	400	430	430		430		110		110		110
Helicopter	2,100	2,100	2,300		3,000		820		820		820
Reconnaissance	1,300	1,300	1,100		530		66		66		66
Total	74,000	78,000	66,000	(68,000)	38,000	(39,000)	7,700	(7,200)	7,400	(7,000)	7,400

a. Figures include production of spare parts and are rounded to two significant digits. Totals are derived from unrounded figures and do not always agree with the sums of the rounded components.

b. Numbers in parentheses represent estimates presented in the last publication of this series. Revisions in the estimates of weight reflect changes in estimates of the number of aircraft produced.

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Table 5

Estimated Cumulative Production of Selected Aircraft in the USSR a/
Through the Third Quarter of 1959

Type of Aircraft	Model	Production to 1 October 1959 a/	Status of Production
		Units	
Jet bomber			
Heavy	Bison (M-4)	110	Production continuing at a low rate
Medium	Badger (Tu-16)	1,800	Production ceased
	Bounder	2	Uncertain
Light	Beagle (Il-28)	6,000	Production ceased
Turboprop bomber			
Heavy	Bear (Tu-95)	55	Production ceased
Jet fighter	Farmer (MIG-19)	3,600	Uncertain
	Flashlight (Yak-25)	670	Production ceased
	Fresco (MIG-17)	9,600	Production ceased
	Fishbed	130	In production
	Fitter	170	In production
New jet fighters	Fishpot and other	140	Uncertain
Jet transport			
Medium	Camel (Tu-104, 104A)	110	Production ceased
	(Tu-104B)	60	In production
Turboprop transport			
Heavy	Cleat (Tu-114)	16	In production
	(Tu-114D)	2	Uncertain
Medium	Camp (An-8)	56	In production
	Civil Cat (An-10)	89	In production
	Military Cat (An-12)	84	In production
	Coot (Il-18)	83	In production

a. Figures are rounded to two significant digits.

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Table 5

Estimated Cumulative Production of Selected Aircraft in the USSR
Through the Third Quarter of 1959
(Continued)

Units

Type of Aircraft	Model	Production to 1 October 1959	Status of Production
Piston transport			
Medium	Crate (Il-14)	1,200	Production ceased
Light	Clod (An-14)	19	In production
Helicopter			
Heavy	Horse (Yak-24)	41	In production
Medium	Hound (Mi-4)	1,200	In production

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Table 6

US Military Aircraft Acceptances, by Number [a]
1955 Through the Third Quarter of 1959

Units

Type of Aircraft	1955	1956	1957	1958	1st Quarter of 1959	2d Quarter of 1959	3d Quarter of 1959 [b]
Bomber							
Heavy	34	75	173	156	19	35	33
Medium	530	505	199	31	5	6	4
Light	155	105	14	0	0	0	0
Ground attack	631	469	339	400	95	116	54
Fighter	4,017	2,656	2,569	1,574	202	282	241
Transport	536	362	223	337	46	23	18
Trainer	1,439	843	784	567	160	184	146
Other [c]	701	1,098	1,316	1,174	241	224	209
Total	8,043	6,113	5,617	4,239	768	870	705

a. [10]
b. Including preliminary data for September 1959.
c. Tankers; helicopters; flying boats; and antisubmarine warfare, warning, liaison, utility, amphibian, and lighter-than-air aircraft.

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Table 7

US Military Aircraft Acceptances, by Weight a/
1955 Through the Third Quarter of 1959

Thousand Pounds of Airframe Weight

Type of Aircraft	1955	1956	1957	1958	1st Quarter of 1959	2d Quarter of 1959	3d Quarter of 1959 b/
Bomber							
Heavy	3,853	8,442	19,462	17,638	2,101	3,752	3,537
Medium	26,377	22,525	7,340	1,250	160	192	128
Light	2,724	1,975	268	0	0	0	0
Ground attack	6,034	4,803	3,720	3,680	855	1,173	615
Fighter	43,161	30,588	30,427	18,562	2,578	3,809	3,002
Transport	20,697	13,104	9,319	8,134	925	1,284	977
Trainer	7,453	3,283	4,050	3,107	891	1,066	807
Other c/	4,397	5,292	4,853	13,758	4,193	4,217	3,598
Total	114,696	90,012	79,439	66,129	11,703	15,493	12,664

a. 11/
b. Including preliminary data for September 1959.
c. Tankers; helicopters; flying boats; and antisubmarine warfare, warning, liaison, utility, amphibian, and lighter-than-air aircraft.

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Table 8

Estimated Production of Aircraft in the European Satellites and in Communist China, by Number a/*
1955 Through the Third Quarter of 1959

Units

Country	Type of Aircraft	1955	1956	1957	1958	1st Quarter of 1959	2d Quarter of 1959	3d Quarter of 1959
Czechoslovakia	Jet fighter	130	0	0	10	0 (3) b/	0 (7)	0
	Piston transport	0	17	46	60	15	15	15
	Jet trainer	240	240	240	200	45	45	45
	Piston trainer	120	120	6	0	0	0	0
	Helicopter	0	0	2 (0)	0 (7)	0 (5)	0 (8)	5
	Communication/ utility	68	140	220	290	56	51	47
Total		560	510	520	570	120	110 (130)	110
Poland	Jet fighter	240	340	130 (240)	180 (360)	45 (90)	45 (90)	45
	Piston transport	0	0	0	0	0	0	1
	Piston trainer	36	36	36	80 (34)	26 (12)	29 (21)	30
	Light helicopter	0	0	40	110	30	30	30
Total		270 (280)	380	210 (310)	370 (500)	100 (130)	100 (140)	110
Rumania	Piston trainer	24	24	45	69	18	18	18
Bulgaria	Piston trainer	20	36	36	20	0	0	0
Hungary	Piston trainer	24	30	36	37	9	9	9
East Germany	Jet transport	0	0	0	1	0	1	0
	Piston transport	0	2	19	41	9	9	9
Total		0	2	19	42	9	10	9

* Footnotes for Table 8 follow on p. 16.

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Table 8

Estimated Production of Aircraft in the European Satellites and in Communist China, by Number a/
1955 Through the Third Quarter of 1959
(Continued)

Units

Country	Type of Aircraft	1955	1956	1957	1958	1st Quarter of 1959	2d Quarter of 1959	3d Quarter of 1959
Communist China	Jet fighter	0	0	1	120	46	48	48
	Piston transport	0	0	1	56	24	27	30
Total		0	0	2	180	70	75	78
Grand total		900	980	860 (970)	1,300 (1,400)	320 (360)	330 (380)	330

a. Figures are rounded to two significant digits. Totals are derived from unrounded figures and do not always agree with the sums of the rounded components.
b. Numbers in parentheses represent estimates presented in the last publication of this series. Revisions in the estimates are explained in the text of this publication.

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Table 9

Estimated Production of Aircraft in the European Satellites and in Communist China, by Weight a/*
1955 Through the Third Quarter of 1959

Thousand Pounds of Airframe Weight

Country	Type of Aircraft	1955	1956	1957		1958		1st Quarter of 1959		2d Quarter of 1959		3d Quarter of 1959
Czechoslovakia	Jet fighter	760	0	0		96		0	(29) b/	0	(67)	0
	Piston transport	0	290	800		1,000		260		260		260
	Jet trainer	1,500	1,500	1,500		1,300		280		280		280
	Piston trainer	130	120	6		0		0		0		0
	Helicopter	0	0	1	(0)	0	(7)	0	(5)	0	(8)	3
	Communication/ utility	73	150	240		320		60		55	(56)	51
Total		2,400	2,000	2,500		2,700		600	(630)	590	(670)	590
Poland	Jet fighter	1,400	2,000	980	(1,700)	1,300	(2,700)	340	(670)	340	(670)	340
	Piston transport	0	0	0		0		0		0		4
	Piston trainer	35	35	35		78	(33)	25	(12)	28	(21)	29
	Light helicopter	0	0	92		260		69		69		69
Total		1,500	2,100	1,100	(1,800)	1,700	(3,000)	430	(750)	430	(760)	440
Rumania	Piston trainer	23	23	43		66		17		17		17
Bulgaria	Piston trainer	19	34	34		19		0		0		0
Hungary	Piston trainer	26	32	39		40		10		10		10
East Germany	Jet transport	0	0	0		43	(68)	0		43	(68)	0
	Piston transport	0	35	330		710		160		160		160
Total		0	35	330		750	(780)	160		200	(220)	160

* Footnotes for Table 9 follow on p. 18.

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Table 9

Estimated Production of Aircraft in the European Satellites and in Communist China, by Weight a/
1955 Through the Third Quarter of 1959
(Continued)

Thousand Pounds of Airframe Weight

Country	Type of Aircraft	1955	1956	1957	1958	1st Quarter of 1959	2d Quarter of 1959	3d Quarter of 1959
Communist China	Jet fighter	0	0	7	890	340	360	360
	Piston transport	0	0	4	210	90	100	110
Total		0	0	11	1,100	430	460	470
Grand total		4,000	4,200	4,100 (4,800)	6,400 (7,700)	1,600 (2,000)	1,700 (2,100)	1,700

a. Figures include production of spare parts and are rounded to two significant digits. Totals are derived from unrounded figures and do not always agree with the sums of the rounded components.
b. Numbers in parentheses represent estimates presented in the last publication of this series. Revisions in the estimates of weight reflect changes in estimates of the number of aircraft produced.

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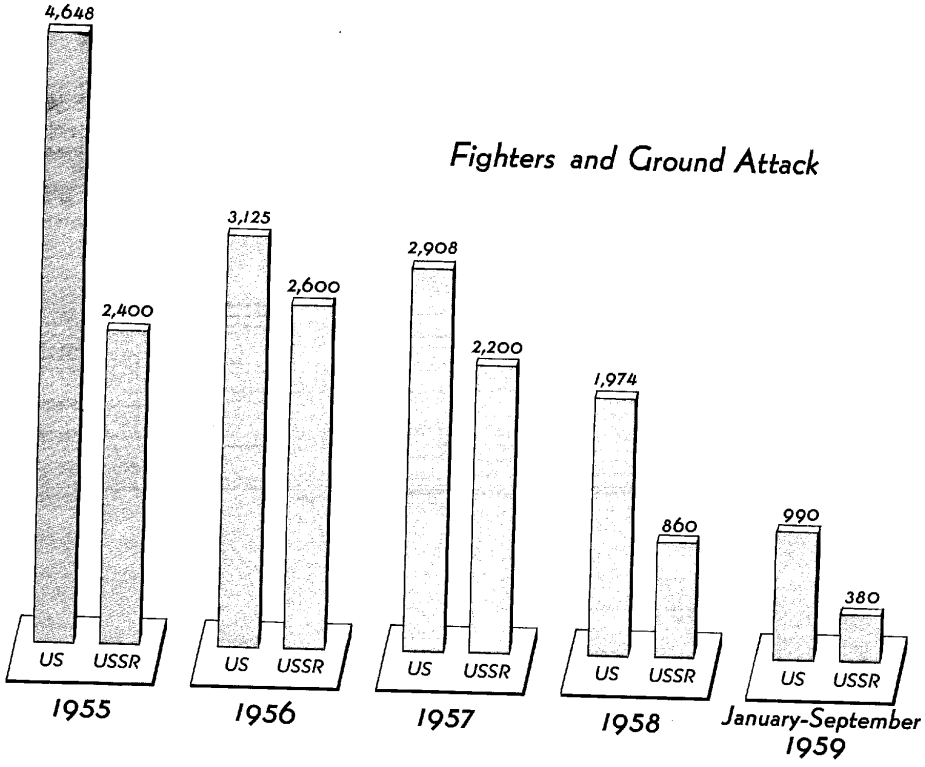
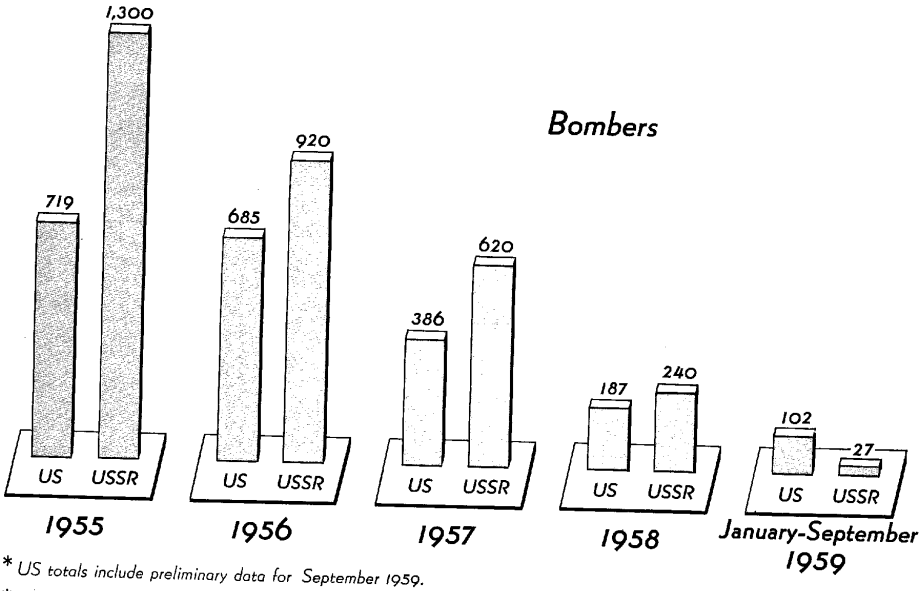
SECRET

US* and USSR**

PRODUCTION OF COMBAT AIRCRAFT, BY NUMBER

1955 Through the Third Quarter of 1959





* US totals include preliminary data for September 1959.

** USSR totals are rounded.

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